

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR (Lithuanian SSR)

REPORT

SUBJECT Kaunas (Aleksotas) Airfield

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Aleksotas Airfield is located at the southwest edge of Kaunas [redacted] edge of the airfield [redacted] Control buildings are at the southeast [redacted] and can be seen from the road to Mariampole, which borders the east edge of the field. There are one or possibly two large hangars near the control buildings; most of the airplanes are in the open. The airfield has been extended considerably since 1946.

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2. The main runway runs approximately northwest-southeast [redacted] and the main direction of take-off is towards the northwest. The surface of the runway is concrete and appears to consist of four parallel strips, each approximately 20 (sic) feet wide, separated by a grass strip of 10 feet. The length of the runway is approximately one kilometer.

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3. Twin-engine jet planes have been observed to take off and land at the airfield in 1953-1954, but only very occasionally. No jet planes have been observed parked at the airfield.

4. Twin piston-motor transport planes fly continually from this airfield day and night. These have been observed parked in the area north of the control buildings, and the number on the airfield is estimated at 40 to 60. These twin-motor transport planes are used for parachute drops at drop zones northwest and southwest of Kaunas, and in the area around the village of Lapiai, 10-12 kilometers NNE of Kaunas. Paratroops are brought in trucks from the parachute training school or unit [redacted]

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[redacted] In late autumn 1953, three four-motor transport planes (piston) were observed parked near the control buildings. This was the only occasion when transport planes other than two-motored were observed; none of the four-motor planes was observed in flight.

25 YEAR RE-REVIEW

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5. In the early summer of 1953, four helicopters arrived at Aleksotas Airfield. In July all four crashed after losing their tail propellers in flight - two in the area south of Kaunas. Thereafter no helicopters were seen at or over the airfield until March 1954, when considerable helicopter activity started. During the summer of 1954, helicopter flying activity continued day and night with helicopters taking off and landing at the airfield and with flights generally over Kaunas towards the north and from the airfield towards the southeast. No formation flying was observed.

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there are 100-150 helicopters on the Aleksotas Airfield.

6. Only one defensive position was observed. This position consisted of six light antiaircraft guns dug in but without permanent emplacements. The gun crews lived in small tents near the guns.

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7. A railway spur was built into the airfield and was completed in late 1953 or early 1954.

8. A workshop for repairing and testing airplane motors is manned by some 100-150 Soviet Air Force personnel and also employs Lithuanian local labor.

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